

## MOTOR TRUCKS PLAY BIG PART IN WAR

Three Men Have Speeded Up This Great Phase of Preparation for Battle.

### CLOSED CARS IN MAJORITY

Folks here at home are thoroughly uninformed on what our motor trucks are doing for the armies we are sending abroad, says the Motor Life for April.

Three men, three whose names have seldom appeared in dispatches, are graced the columns of front pages, are working wonders with automobile and truck divisions. Quietly, Gen. H. L. Rogers, Col. E. H. Pope and Maj. Robert Andrews have speeded up this phase of the service until the motor transport section stands out as the pace-maker for all departments of the United States service in Europe.

Maj. Andrews, who was in this city recently on a special mission, fresh from the front, sheds much light on the motorized branch of war work.

Forty per cent of the automobiles used abroad are closed cars and most of these are used by officers. The officer's car is practically his home. He rides in it, works in it—often while traveling from one point to another—and directs the conduct of most of his business from it. Often he sleeps in it. Mud, dust, rain, sleet, and other elements against which the touring car is no protection must be barred out of his office. Hence the closed car.

### Road Conditions Splendid.

The roads in France are in splendid condition. Even up to the communicating trenches, just behind the first lines, highways are in good shape. They have to be. Because trains of 50 to 100 motor trucks are moving constantly to and from the front, the necessity for keeping the road in repair is obvious. The very efficient French military police, composed of old or partially incapacitated soldiers, fill the duties of a great traffic squad. Their work is the same as that of our Metropolitan police—to keep the traffic moving and weed out obstacles that might interfere with its steady movement.

Each fleet of ten trucks has a mechanic, skilled in quick repair and adjustment. If one of the trucks in this group goes wrong, he fixes it if the fixing can be quickly accomplished. If not, the truck is run off the road and out of the way, so the rest of the convoy may proceed without delay.

At each side of each road, there are 12-by-12-inch beams, laid end to end for the many miles from base to front. These serve as night guides for truck drivers, because no lights whatever are permitted. Even tail lights are taboo, because likelihood of breakage of the red glass disc is great. Night driving, therefore, is done in absolute darkness, the drivers keeping to the right of the road and guided by the bump-bump-bump of the heavy wheels against the thick beams.

### Center of Road Open.

The center of the road is always kept open for dispatch and officers' cars. And because there is often room for only one passenger car on the crown of the road, the trucks, being slower, must keep to extreme right and left of the highways. After each tenth truck there is a "ram" or moving island for one automobile to turn in so that another from the opposite direction may pass. The tenth truck has a large white circle painted on its side which may readily be discerned on the darkest nights. This indicates the presence of the "ram" for the officer's car to turn in while the approaching car passes.

There is practically no marching of troops. Motor trucks carry them to and from the trenches. This eliminates much weariness for the men and much delay in transportation.

Group zones, in which two or three kinds of trucks are used to the exclusion of other makes, are a recent development. This permits mechanics to specialize and allows for interchanging of parts that would not be possible were a dozen kind of trucks used in the same section of the country.

Strictest orders prevail as regards the conservation of fuel. Whenever trucks or cars are halted for more than a minute or two, the engines are cut off. Failure to observe this rule brings heavy punishment to the offender.

## AUTOMOBILE INDUSTRY TO BE PROTECTED IN WAR

Authorities in This Country Will Exert Every Effort to Maintain High Standards.

So many phases of American activities during war time have been influenced and regulated through similar circumstances in European countries, especially our allies, that policies laid down by those governments have been looked to largely by authorities here as the solution to many economic problems as they have materialized.

To give the automobile its proper place in relation to war-time activities has for some time been a matter of public notice, and it has been frequently cited how the regulation promoted in England throws an entirely different light upon the comparison. Automobiles have never obtained the position in the daily life of England that is the case in the United States. England, with her 31,000,000 people, had, according to the latest available report, only 290,000 motor vehicles, as against only one car to every 107 people in the country, while the United States has 5,000,000 cars, or one car to every twenty inhabitants.

In New York state alone there are 400,000 motor vehicles to its 9,113,514 population, or 110,000 more cars than the total registration in England, with three times the population of New York state.

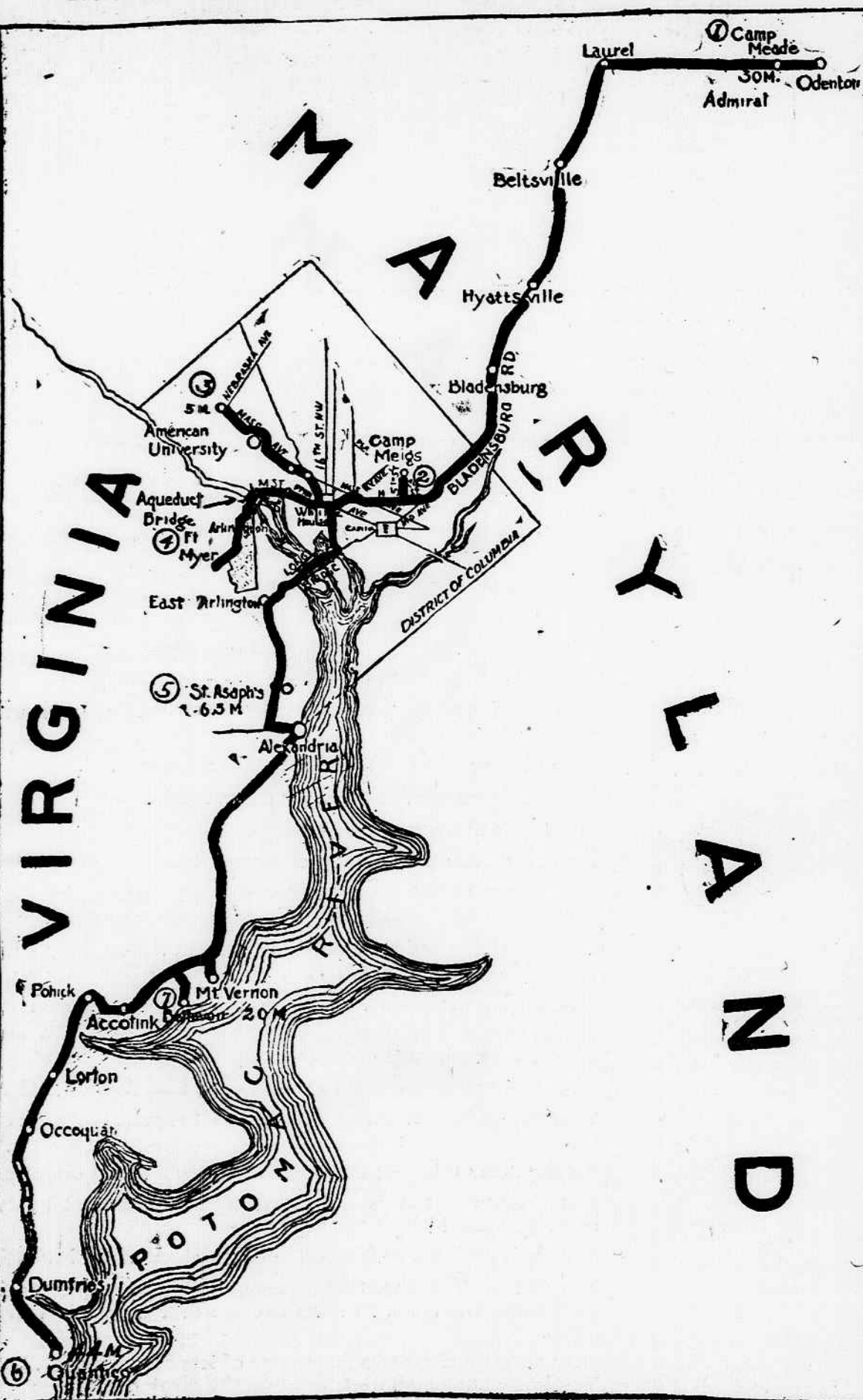
It is plain, therefore, that motor vehicles in European countries bear but a fraction of the importance to the activities of the people in the case with the United States, and every restriction on the use of automobiles in foreign countries is of minor consequence, compared to the effect similar restrictions might have on the transportation problems of this country.

Authorities in the United States will put forth every effort to maintain unimpaired the extensive utility of the automobile, and rather than place limits on mileage or fuel supply, the solution here will turn toward making automobile use more efficient, i. e., the total mileage will be maintained at considerably less expenditure of fuel, tires and other supplies.

### Berlin Woman's Bank in Court.

Correspondence of the Associated Press. AMSTERDAM, March 18.—The women's bank in Berlin, conducted "for and by women," which came into conflict with the law in April, 1915, is again before the courts after a man accountant had spent eighteen months disentangling its accounts. The manager, according to the *Kreuz Zeitung*, will be charged with violating the law. The decision is that the bank's business grew so rapidly it overwhelmed the capacities of the board of directors, composed of women, of which one was on national service in Russia.

## ROUTES TO MILITARY CAMPS NEAR WASHINGTON.



Compiled by the American Automobile Association. Numbers correspond with those on map.

- (1) Admiral (Camp Meade), thirty miles; excellent highway to Laurel; Laurel to Admiral, fair dirt and little sand.
- (2) Camp Meigs, 5th street and Florida avenue; all city streets.
- (3) American University, Massachusetts and Nebraska avenues; city streets and fine macadam.
- (4) Fort Myer, Military road.
- (5) St. Asaph; good road to Alexandria.
- (6) Quantico, forty-four miles; all good gravel or dirt, except short section below Occoquan.
- (7) Belle Voie; excellent highway to two miles beyond Mount Vernon. Turn off. Fairly good into camp, two miles.

## BALMY WEATHER BOOSTS A. A. A. MEMBERSHIP

Sixty-Two Have Joined Organization and Expect to Enjoy Great Benefits This Summer.

Sixty-two new members is the record of the A. A. A. District of Columbia Club since the arrival of balmy weather.

In these days of restricted railway schedules and congested coaches, motor car owners rejoice at the simultaneous arrival of springtime and the opportunity to travel about the country independent of overcrowded trains, and in pure, health-building air.

With motor cars almost at a state of perfection and good highways the rule rather than the exception, the car owner has to get only the running directions. For these he depends to a large extent upon the National Capital's active automobile club, as evidenced by the organization's ever-increasing list of members.

Prominent among the new members are Justice Clarke of the United States Supreme Court, Henry White, former ambassador to France, and Rear Admiral J. J. Kane, U. S. N., retired. Other new members are Samuel S. Perry, J. H. Cranford, Wade H. Atkinson, Francis Lee Stuart, Charles G. Smith, Jr., C. E. Richardson, William M. Kenney, Charles M. Shaw, Commander L. S. Thompson, U. S. N., Charles P. Neill, J. Sobotka, Gus G. Leacke, M. E. Bissell, Rufus S. Day, E. D. Williams, Charles H. Potter, Henry C. Stine, L. Perry West, Charles H. Evans, S. B. Taylor, Oscar H. Robey, W. M. Brewster, James A. Donohoe, A. B. Ruddock, G. Thomas Dunlop, William G. Hill, Ada C. Hubbard, H. Campbell Grant, L. B. Bittling, Thomas Gray, L. F. Valentine, E. L. Raab, J. Pierson James, H. D. McCaskey, Charles E. Flint, Mrs. C. C. Yates, E. A. Thatcher, E. H. Neumeyer, Jr., V. T. H. Bien, D. V. Chisholm, Howard Huntington, David Williams, Robert Stevens, E. C. Graham, Arthur Procter, V. P. Ballard, Mrs. Sophia Somper, Penny Brereton, Morris Ganas, Harry E. Brunet, Baroness Tnga Bonde, Sigmund A. Moraske, Jack O'Connor, W. L. Ballard, M. H. Bien, Ernest E. Lucas, W. T. Schaller and Melville C. Wooster.

**LIEUT. BOYER TO TALK.**  
Exhibit of French Aerial Films to Feature Meeting April 24.

An address by Lieut. Maurice Boyer of the French army and the exhibition of moving pictures of French aerial warfare will feature the second meeting of the College Men's Club of Washington in the assembly hall of the Y. M. C. A. Wednesday night. It will be French night and an interesting program has been arranged through the courtesy of Marquis de Polignac.

All college men are welcome and no dues or admission fees are charged. A register of all who attend the meetings is kept to assist men in getting in touch with others from their fraternity or home.

A clique of ten men in Chicago is said to have reaped about \$10,000 in rewards of \$500 each for the return of men classified as deserters from Camp Grant.

## MOTOR TRUCKS BECOME ALLIES TO RAILROADS

Especially Adapted to Making Short Hauls, Which Are Not Suitable to Roads.

The present extensive use of motor trucks, away beyond any prediction of a year ago, has prompted many to speak of the motor truck as the railroad's future competitor. But a close analysis of transportation conditions shows it to be the railroad's able ally instead of its competitor.

One reason for this is that the type of service the railroad least efficiently renders is the type the motor truck best renders. And if our railroads can be freed of the burden of this unsuitable service their capacity for profitable operation can be immensely increased.

It is conceded that the short haul is the least profitable source of railroad revenue. It usually involves partial loads, whether in passenger or freight service, and frequent stops, which are expensive. In such service the railroad operates far below its full efficiency, and consequently at unnecessary expense.

Here is the service in which the motor truck can operate greatly to the railroad's benefit. The unit load of the motor truck is smaller than that of the railroad. Its operation is more flexible. It does not require extensive trackage and terminals.

The long haul, with full carloads, constitutes the railroad's greatest earning power. So that by assuming the short haul the motor truck releases rolling stock for the more necessary and more profitable long haul.

It is fortunate that just at this time, when such a wonderful opportunity is opening up for the motor truck, pneumatic tire equipment for truck service should have been developed, permitting the motor truck to advance far into the new, broad fields of usefulness.

## Hupmobile

The new Hupmobile effects a 24 per cent reduction in gasoline consumption; it increases tire mileage by 15 to 18 per cent.

This very unusual economy is over and above the comfort of really remarkable riding ease, and power-performance which is 15 per cent better than the preceding model.

The Henderson-Rowe Auto Co.,  
1012 14th St. N.W. Telephone Main 2076.

## Hupmobile

## ROADS OUT OF CAPITAL TO GET RECORD TRAVEL

Club Officials Believe Increase in Number of Machines Here Will Show Heavily in 1918.

That the highways leading into and out of the National Capital will carry more motor traffic in 1918 than in any year since the inception of the automobile is the belief of officials of the A. A. A. District of Columbia Club.

This opinion is based on figures furnished by the club's statistical department, which show that just now there are nearly 3,000 more automobiles in the District than formerly.

While club officials maintain that there will be more touring in this particular section of the country this year than in any previous year, they state that short-distance trips will be the vogue.

A majority of the new machines now in the District, they state, are owned by men and women here in the service of the government.

### Demand for Routes.

An unprecedented demand for the motor routes to such historic points as Winchester, Mount Vernon, Annapolis, Gettysburg, Bull Run, Harpers Ferry and the Antietam battlefield has kept the club's touring bureau working overtime during the past few weeks. New maps of the routes to all of these points and many others are now in course of preparation. Out on the roads many new direction signs are being erected.

More than 100 newcomers to Washington have joined the club within the past four weeks, according to a bulletin issued yesterday.

The Star will continue to print a map each Sunday for the benefit of those wishing to make week end motor trips in the near-by vicinity.

## TRADE NOTES.

The Stearns car, formerly represented in Washington by Arthur Foraker, who was compelled to give up the agency in order to attend to the estate of his father, will now be handled locally by the Cannon Company, Inc., with temporary salesrooms at 14th and N streets northwest. W. H. Cannon, president of the Cannon Company, has been with the Stearns people a number of years, and up to a few months ago conducted the Stearns agency at Binghamton, N. Y. Mr. Cannon has been in the city since March 1, but owing to the scarcity of suitable display rooms was unable to show the car until last week. The Stearns estate, built with the Stearns chassis and Knight motor, is being shown in seven or eight different models.

The Harper-Overland Company, local distributors for the Overland and Willys cars, has taken the agency for the Bethlehem truck. Sales Manager Ilich of the Harper-Overland Company, says there has been considerable trouble getting the trucks to Washington owing to the congested transportation situation, but that he hopes to have a large Overland fleet arrive very shortly. There is

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## The British Tank "Britannia," Now in Washington, Is Equipped With the Knight Motor

(Official British Picture.)

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one of the truck models on display at present in the show windows of the Harper-Overland Company.

The E. H. Bauer Company, Inc., is now located in its new headquarters, 636 G street northwest, where it is handling the Muskegon two-ton truck along with the Jewett truck. The building the Bauer Company has taken has been thoroughly remodeled and a large service station has been attached to the rear.

British to Supply U. S. Boys Shoes. Correspondence of the Associated Press.

LONDON, March 18.—Large contracts will shortly be placed in England for supplies of boots to the American Army in France, it is announced. In anticipation of these requirements, leather supplies to manufacturers of civilian shoes have been curtailed and stringent restrictions will come into force early next month.

Naturalized as British Hangs Self. Correspondence of the Associated Press.

HULL, England, March 15.—On a post card written by an aged German who hanged himself here, was the following message: "I am naturalized as a British subject, but what right have I, a German, to take meat that belongs to Englishmen? What right have I at all to live? I am proud to say that, though a German."



## Announcement

Owing to the increased cost of high-class materials and the unanticipated increase in wages it has become necessary to advance the price of all 1918 Model Cadillac Passenger Cars.

The prices in vogue at the present time and which are subject to raise without further notice are as follows:

Cadillac 7-Passenger Touring . . .	\$3,200
Cadillac 4-Passenger Phaeton . . .	\$3,200
Cadillac 2-Passenger Roadster . . .	\$3,200
Cadillac 4-Passenger Victoria . . .	\$3,600
Cadillac 5-Passenger Brougham, \$4,100	
Cadillac 7-Passenger Brougham, \$4,575	
Cadillac Town Landulet . . . . .	\$4,550
Cadillac Town Limousine . . . . .	\$4,400
Cadillac Limousine . . . . .	\$4,375
Cadillac Landulet . . . . .	\$4,550

All cars are equipped with Cord tires and delivered in Washington, D. C., at the above prices.

## The Cook & Stoddard Company

Telephone Franklin 3900-3901 1138-40 Connecticut Avenue



## Tank-Power Under Hood of Willys-Knight

WHY did the British select the Knight sleeve-valve motor for this tremendously difficult and desperately important task?

BECAUSE the sleeve-valve Knight motor is supremely quiet, vibrationless and absolutely dependable—

BECAUSE the sleeve-valve motor holds every world's record for length of run, power produced, absence of wear and lack of carbon deposit.

NEVER was more conclusive proof of a motor's supreme superiority. The success of the "Knight" in the Tanks is unqualified.

PROFIT by this proof in the selection of your car.

AGAINST all the arguments for all other types of motors is this outweighing advantage of the Willys-Knight—the Knight is the only type of motor that improves with use!

ADDITIONAL reasons for preferring the Willys-Knight are its noiseless body construction and its moderate cost.

OUR volume enables us to market this more efficient and self-preserving motor at a remarkably moderate cost.

Price subject to change without notice.

## HARPER-OVERLAND COMPANY,

1128 Connecticut Ave.

Open Evenings

Phone F-4307